

Abstract

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* Documentary

THIS IS UNEVALUATED INFORMATION

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1. Following [] schedule for the handling of Soviet transit trains arriving at the Frankfurt/Oder and Kuestrin/Kietz border crossing points on 18 November 1950. []

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Translation.

Dispatch plan.

To be directed to Frankfurt/Oder

| | | | |
|----|----|------------|---------------------------|
| 1. | 46 | 5:20 a.m. | Rummelsburg |
| 2. | 38 | 6:12 a.m. | Cottbus railroad district |
| 3. | 34 | 8:05 a.m. | Cottbus railroad district |
| 4. | 46 | 10:09 a.m. | Cottbus railroad district |

To be turned over in Frankfurt/Oder

| | | | |
|----|----|------------|---------------------------|
| 1. | 55 | 11:12 p.m. | Frankfurt/Oder |
| 2. | 37 | 1:44 a.m. | Frankfurt/Oder |
| 3. | 50 | 4:19 a.m. | Frankfurt/Oder |
| 4. | 46 | 5:20 a.m. | Rummelsburg |
| 5. | 38 | 6:12 a.m. | Cottbus railroad district |
| 6. | 34 | 8:05 a.m. | Cottbus railroad district |
| 7. | 46 | 10:09 a.m. | Cottbus railroad district |
| 8. | 57 | 2:00 p.m. | Frankfurt/Oder |

CONFIDENTIAL

SECRET

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Document No.

No Change In Class.

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To be directed to Kietz

| | | | | |
|----|-----|----|------------|--|
| 1. | [] | 45 | 9:26 a.m. | Lichtenberg |
| 2. | [] | 22 | 11:51 a.m. | Frankfurt/Oder plus all the cars [] and the individual cars standing in Kietz where they had been detached from trains on previous occasions. |

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To be turned over in Kietz

| | | | | |
|----|-----|----|------------|--|
| 1. | [] | 45 | 9:26 a.m. | Lichtenberg |
| 2. | [] | 22 | 11:51 a.m. | Frankfurt/Oder plus all the cars [] and the individual cars standing in Kietz where they had been detached from trains on previous occasions. * |

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Meaning of figures in the various columns:

[] 2nd column: Number of cars;
3d column: Time of arrival or of handing over; 4th column: Point of departure or railroad district from which the train arrives, or last point touched on its journey.

* [] Comment. The plan shows that the SGC Transport Division or its representative with the German railroad headquarters exercises close control over the daily handling of the Soviet transit trains. It is believed that similar daily schedules are also worked out for the other border crossing points, such as Scheune/Stettin in the Greifswald railroad district, and Guben, Forst and Horka/Wehrkirch in the Cottbus railroad district. For photograph of original document, see Annex.

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